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## Congressional Documents.

### COAST SURVEY.

*Communication from the Secretary of the Treasury, to the Committee of Ways and Means, relative to the coast survey.*

TREASURY DEPARTMENT,

January 5, 1844.

SIR: I have received your letter of yesterday, in which you inquire, in behalf of the Committee of Ways and Means, "whether any officers of the army and navy are now, or have been, employed on the coast survey since the reorganization of that work; and, if not, whether any objection has been interposed from any quarter to their employment, and the nature of the objection."

Commander Gedney and Lieutenant G. S. Blake, of the navy, have been employed during the season in the hydrographical survey and soundings of those parts of the coast where the triangulation was sufficiently advanced for the purpose. They have been supplied with the requisite subordinate officers of the navy to assist them, from time to time, as occasion required.

Immediately after the plan of reorganization was sanctioned by the President, I applied to the principal of the coast survey to know in what way officers of the army could be employed in that work, in reference to its condition. From his representations, I was satisfied that, for the present, at least, they could only be employed as assistants in different triangulations. The work had been carried on, so far, upon a plan conceived by Mr. Hassler, by persons who had become acquainted with that plan, and the processes and modes prescribed by him, under his immediate direction. And it appeared to me that the uniformity of the system would be deranged, great hazard of error would be encountered, and the work delayed seriously, if not interrupted, by the introduction into it as principal assistants, or chiefs of parties, of gentlemen not acquainted practically with the plan, and its processes and modes. After the requisite practice with or under the direction of Mr. Hassler, and the assistants who were familiar with it, had been acquired by the gentlemen of the army who might be employed, it was my design to place them in stations of more responsibility and difficulty.

Under these views, I addressed to the War Department a letter dated May 23, 1843, a copy of which is herewith transmitted. To that letter I received an answer from the Secretary of War, dated May 31, 1843, a copy of which is also sent herewith. Conferences were had between the Secretary of War and the Colonel of Topographical Engineers and myself,

upon the subject of the disagreement between us in the construction of the law, and the plan of the board for reorganizing the coast survey—the Secretary of War maintaining the views expressed in his letter; while, on my part, I contended that the direction of the law respecting the employment of officers of the army necessarily conferred a discretion as to the number and duties to be assigned them; and that the plan, which prescribed that "the parties should be divided, under the law, as equally as circumstances would permit, between the civil assistants and officers of the army," did not refer to the parties as distinct bodies, but to the persons who composed them; that thus, and thus only, could the experience and practical knowledge which had been acquired, be imparted to those who should be introduced into the service; that the charge of the work having been committed to the Treasury Department, it must necessarily possess the power of assigning to each person employed under its direction the specific duties to be performed by him.

I was unable to perceive how any question of rank was involved in an employment strictly civil, and where all the persons engaged were under the charge and direction of a citizen (Mr. Hassler) and a civil department, which was selected for the purpose, among others, of avoiding collisions on that subject.

The Secretary of War, however, retained his original opinion. And as, in addition to my own opinion, the most decided remonstrance was made by Mr. Hassler against employing officers of the army as chiefs of a party, and as the Secretary of War was unwilling that they should be placed under the civil assistants, it was impracticable to avail ourselves of their services; and, consequently, none have been employed in the coast survey since the reorganization of the work.

Your obedient servant,

J. C. SPENCER,

*Secretary of the Treasury.*

Hon. J. J. McKAY,

*Chairman Committee of Ways and Means.*

TREASURY DEPARTMENT, May 23, 1843.

SIR: By the plan for the reorganization of the survey of the coast, submitted to the President by the board organized for that purpose, under the law of the last session of Congress, (a copy of which is herewith transmitted,) it is provided that "vacancies in the scientific department of the coast survey shall be supplied from the army, if having reference to the operations upon land; and from the navy, if in reference to the operations upon the water;" and when they are to be supplied, applications are to be made for the necessary detail to the Secretary of War, of

the Secretary of the Navy, as the case may be. And it is also provided that "the parties designated in articles three, four, five, and six, shall be divided, under the law, as equally as circumstances may permit, between the civil assistants and officers of the army." This plan, having been approved by the President of the United States, has, under the law, become obligatory.

Pursuant to the above provisions, I have the honor to inform you that the parties designated in the articles referred to by the board have been divided by this department between civil assistants and the officers of the army, as equally as circumstances will permit; and that, by this arrangement, there will be required six officers of the army to assist in the coast survey, as follows, viz :

Two assistants to Mr. Furguson, who will be employed in the triangulation along the Chesapeake bay, and, ultimately, south of the mouth of the bay.

Two assistants for Mr. Blunt, who will be employed to continue the triangulation in which he has been engaged at the eastward.

One assistant to Mr. Eakin, who will continue his triangle within the shores of the Delaware; and

One assistant to Mr. Boyce, who will continue his plane-table triangulation on another part of the Delaware.

And I have also to inform you that vacancies exist in the scientific department of the coast survey, which require to be filled by the above specified number of officers of the army.

I have therefore respectfully to request you to detail competent officers of the army to perform the duties above stated, and to fill the said vacancies. As operations should commence as soon as possible, to avail ourselves of the season, it is very desirable that this detail should be made as speedily as may be consistent with your convenience. Time will be required to make preliminary arrangements, after the officers selected are known.

It may not be improper to mention that Mr. Boyce would be willing, and is indeed desirous, of taking a cadet, who will graduate in June, (named Grillaud,) with whom he is acquainted, and whom he deems competent, or that he would soon become so.

I have the honor to be, very respectfully, your obedient servant,

J. C. SPENCER.

Hon. JAMES M. PORTER,

*Secretary of War.*

WAR DEPARTMENT, May 31, 1843.

SIR: I duly received your favor of the 23d instant, accompanying a copy of the plan for the reorganization of the survey of the coast, submitted to the President by the board organized for that purpose under the law of the last session of Congress, informing me of the division made by your department of the parties designated in the said plan, between the civil assistants and the officers of the army; and that, by the arrangement thus made, six officers of the army would be required to assist in the coast survey, who, I understand, are to be employed as assistants to

Messrs. Furguson, Blunt, Eakin, and Boyce, civilians whom you have designated for taking charge of portions of the work.

I think that, upon reflection, you will perceive there are reasonable and proper objections to the arrangements thus proposed by you.

The seventh article of the "plan" prescribes "that the parties designated in articles three, four, five, and six, shall be divided, under the law, as equally as circumstances may permit, between the civil assistants and officers of the army; the number of these parties to be regulated, under the department, by the condition of the service and of the appropriation."

Interpreting this article by its terms, as well as by the understanding, at the time, of the members of the Topographical Corps who concurred in its adoption, the division contemplated should be a division by parties, and not by *members*, or *individuals* of parties; that is, that one party should be composed of civil assistants, and another of military assistants: thus keeping each branch of the service to itself, in the operations of the parties, but both of course amenable to the common head. The different parties could, without interrupting the system, be advantageously employed on different parts of the coast.

I think that this is not only the legitimate construction of this article, but that it is the only one under which the work can be well and harmoniously conducted, and, permit me to say, under which I could, in justice to the officers of the army, detail them for the service.

Two of the civil assistants named by you, received their first instruction in practice in the scientific operations necessary to qualify them for the service in which they are engaged, in the performance of topographical duty, and under gentlemen now holding commissions in that corps. A due regard to military rank and etiquette would render it impossible to place under their command military officers, the superiors in rank of those gentlemen when in service, independently of the anomaly of a civilian in a topographical survey commanding a military officer.

I feel very desirous that the topographical corps should participate in this survey. I feel satisfied that they are at least as capable to execute the work as any other gentlemen who can be selected for it; and it would give me great pleasure to enable them to place their services before the public, in comparison of those of any other gentlemen.

I know that the officers of the Topographical Corps are equally anxious to be employed in this work, as it will give the public an opportunity of testing the value and importance of their services to the country in a branch of the service peculiarly adapted to their studies and pursuits.

Will you then, sir, be pleased to look again at this matter, and see whether this business cannot be so arranged as to remove the difficulties before stated?

I have the honor to be, very respectfully, your obedient servant,

J. M. PORTER.

Hon. JOHN C. SPENCER,

*Secretary of the Treasury.*



## NORTHEASTERN BOUNDARY.

*Letter from the Secretary of State, transmitting to the Committee of Ways and Means the letter of Albert Smith, Esq., relative to the northeastern boundary.*

DEPARTMENT OF STATE,  
WASHINGTON, February 16, 1844.

SIR: I have the honor to transmit to you, herewith, for the information of the committee, the copy of a letter recently addressed to this department by Albert Smith, Esq., the commissioner appointed on the part of the United States for running and marking that portion of the boundary-line between the United States and the British dominions which is described in the 1st article of the treaty of Washington; and to be, with great respect, your obedient servant,

A. P. UPSHUR.

Hon. JAMES J. McKAY.

*Chairman of the Committee of Ways and Means, H. R.*

WASHINGTON, January 23, 1844.

SIR: The undersigned, commissioner, on the part of the United States, appointed to run, trace, and mark that portion of the line of boundary between the United States and the British dominions in North America, which is described in the 1st article of the treaty of Washington, concluded August 9, 1842, as extending from "the monument at the source of the river St. Croix, as designated and agreed to by the commissioners under the 5th article of the treaty of 1794 between the Governments of the United States and Great Britain; thence north, following the exploring line run and marked by the surveyors of the two Governments in the years 1817 and 1818, under the 5th article of the treaty of Ghent, to its intersection with the river St. John, and to the middle of the channel thereof; thence up the middle of the main channel of the said river St. John, to the mouth of the river St. Francis; thence up the middle of the channel of the said river St. Francis, and of the lakes through which it flows, to the outlet of the Lake Pohenagamook; thence southwesterly, in a straight line to a point on the northwest branch of the river St. John, which point shall be ten miles distant from the main branch of the St. John, in a straight line, and in the nearest direction; but if the said point should be found to be less than seven miles from the nearest point of the summit or crest of the highlands that divide those rivers which empty themselves into the St. Lawrence from those which fall into the river St. John, then the said point shall be made to recede down the said northwest branch of the river St. John to a point seven miles, in a straight line, from the said summit or crest; thence in a straight line, in a course about south, eight degrees west, to the point where the parallel of latitude of  $46^{\circ} 25'$  north intersects the southwest branch of the St. John; thence southerly, by the said branch, to the source thereof in the highlands, at the Metjarmette portage; thence down along the said highlands which divide the waters which empty themselves into the river St. Lawrence from those which fall into the Atlantic ocean, to the head of Hall's stream; thence down the middle of said stream, till the line thus run intersects the old line of boundary surveyed and marked by Valentine and Collins, previously to the year 1774, as the forty-fifth degree of north latitude, and which has been known and understood to be the line of actual division between the States of New York and Vermont on one side, and the British province of

Canada on the other; and from said point of intersection, west, along the said dividing line, as heretofore known and understood, to the Iroquois or St. Lawrence river;"—has the honor to make the following report:

In pursuance of the provisions of the treaty, Lieutenant Col. James B. Esq. Estcourt, the British commissioner, and the undersigned, met at Bangor, in the State of Maine, on the 1st day of May last.

It was then agreed that the joint operations of the commission should commence at the monument at the source of the St. Croix; and, as soon as it was possible to get the several parties, with the necessary supplies on the line, that the work should be commenced, and prosecuted as extensively as circumstances would allow.

The backwardness of the season, the depth of the snow, and the severity of the weather, precluded the possibility of commencing working in the field until the month of June; and the commission was accordingly adjourned to meet at Houlton on the 1st day of that month.

The British commissioner had been instructed by his Government "to accelerate as much as possible the completion of the line of boundary;" and he had been furnished with ample means to accomplish his object.

He was also directed to urge this point "earnestly" upon the American commissioner, and "to omit no efforts to induce him to unite his endeavors with those of the British commissioner in pushing on the joint work with the greatest practicable celerity."

Admonished by the amount of the appropriation made by the last Congress for running this line of boundary, that it would be impossible to cooperate with the British commissioner to the extent contemplated by his instructions, the undersigned addressed a note to the Secretary of State, suggesting that fact. In his reply to that note, the Secretary of State, under date of May 15, stated to the undersigned that a sum, amounting to ten or twelve thousand dollars of the appropriation of the previous year, for exploring the northeastern boundary-line, remained in the treasury, which should be transferred to the appropriation for running the line under the treaty.

The undersigned had no hesitation, therefore, upon meeting the British commissioner at Houlton, on the 1st of June, in giving him positive assurance of his cooperation in the most vigorous and extensive prosecution of the survey.

The parties were then organized, and extended, under different engineers, and at various points along the line, from the source of the St. Croix to the northwest branch of the St. John—a distance of nearly 300 miles.

The American party consisted of Captain Joseph E. Johnson, and Lieutenants Lee, Thom, and Meade, of the United States topographical engineers; and of Messrs. Foilliot, T. Lally, Alexander W. Longfellow, and John F. Anderson, civil engineers.

The lamented indisposition of Major James D. Graham, who had been detailed as Principal Astronomer and chief of the American scientific corps, deprived the commission of his experience and valuable aid in the field until the latter part of the season.

Much benefit was, however, derived in the organization of the parties and the plans of operations, from the valuable suggestions in his written correspondence. Captain Johnson, who supplied the place of Major Graham, organized the scientific corps, and had the direction of their operations until the arrival of the latter; and I cannot speak too highly of the manner in which he performed those duties.

The American force was divided into five parties.

To the 1st, the duty was assigned to cut out, survey, and place monuments upon the line from the St. Croix to the St. John, under the charge of Mr. Lally, and Mr. Anderson as his assistant; to the 2d, under Lieutenant Lee, to sound the channel of the river St. John, to enable the commissioners to divide and apportion the islands therein; to the 3d, under Lieutenant Thom, to survey the river St. John, from the intersection of the meridian line until he should meet the 4th party, under Mr. Longfellow, who was to survey the said river from the mouth of the St. Francis to the place of meeting the party under Lieutenant Thom; while Captain Johnson, with Lieutenant Meade, undertook the survey of the St. John, from the St. Francis to the northwest branch, and to ascertain and fix the point on said northwest branch which should be ten miles distant from the main river, in a straight line, and in the nearest direction, and at least seven miles from the nearest point of the crest of the highlands which divide those rivers which empty themselves into the river St. Lawrence from those which fall into the St. John.

Lieutenant French, with a detachment from the 1st regiment of artillery, was detailed for this survey, and performed efficient and valuable service, under the direction of Captain Johnson.

The duties assigned to the several engineers were performed with signal ability; and whatever praise is due for the amount of work done, or the manner of its performance, belongs exclusively to them, and the parties under their charge. They have manifested, throughout, the greatest zeal and assiduity in the public service.

It was agreed by the commissioners that those portions of the line which extended through forests should be cut out to the width of thirty feet; and that monuments of cast iron, with appropriate inscriptions, should be placed thereon, at every mile, and at the crossing of any considerable stream and road.

Monuments of a large size, however, were to be placed at the source of the St. Croix, at the intersection of the line with the St. John, and at a few other important points.

That the "exploring" line of 1817, from the St. Croix to the St. John, which had become very obscure, might be the more easily followed by the parties employed in cutting it out, the British commissioner, and Mr. Lally, on the part of the American commissioner, at the commencement of the season, traced it through, and reblazed the old marks. It was found to be not perfectly straight, and inclining generally to the west of a due-north course—the average of the angle of departure from the true meridian being about twenty minutes.

It had been agreed by the commissioners that this section of the boundary-line (from the St. Croix to the St. John) should be equally divided, and that the southern half should be cut out by the American, and the northern by the British party; and that, after it had been thus cut out, the survey should be made jointly, by engineers of both parties.

The operations were thus commenced, nearly simultaneously by the several parties, along the line from the St. Croix to the northwest branch of the St. John. They were prosecuted, through the season, with great assiduity and vigor, until the severity of the weather compelled a suspension; the last party having left the line on the 1st of December, with two feet of snow on the ground.

Major Graham arrived at Houlton the latter part of August, and assumed the direction of the scientific corps. Notwithstanding his delicate state of health, he proceeded to the line; ascended the St. John to the northwest branch, making numerous astronomical and magnetic observations at important

points along the line; ascertained the latitude and longitude of the ten-mile point upon said branch, as established by Captain Johnson; verified his observations of the previous year at the outlet of Lake Pohenagamook; and descended the river, which was then full of ice, about the 10th of November.

It is due to that distinguished officer to add, that the commission has derived great advantage from his labors upon the line in previous years—his surveys and observations having been found to be uniformly so accurate, as, in many instances, to be taken as guides for our own operations.

After the completion of the survey of that portion of the St. John assigned to him, Lieutenant Thom ascended and surveyed the river St. Francis, from its mouth to the outlet of Lake Pohenagamook.

A summary of the work accomplished the past season upon the boundary-line, by the joint commission appointed under the treaty of Washington, is, therefore, as follows:

The line from the monument at the source of the St. Croix to its intersection with the river St. John—a distance of about 78 miles, extending through a dense forest—has been established, cut out to the width of 30 feet and surveyed. Upon it, monuments of cast iron, six feet in length, and six inches square at the base, and four at the top, of obelisk form, have been placed at every mile, at the crossing of every stream and road, and at every angle.

These monuments are hollow, into which are fitted cedar posts, extending a foot or more below the iron, and are then placed three feet in the ground. They were manufactured at Alger's foundry, at South Boston, and bear this inscription: on one side, "Boundary Line;" on the opposite side, "*Treaty of Washington, August 9th, 1842.*" The other sides bear the names of the commissioners. The number of monuments already placed on the line is about 120. The number cast is 200, at \$6 each. It is the intention of the commissioners to have similar monuments along the whole extent of the line upon the land.

The river St. John has been surveyed, from the intersection of the meridian line nearly to the mouth of the northwest branch. Astronomical and magnetic observations have been made at many important points upon that river; its channel has been ascertained by soundings, and the islands apportioned to the two nations.

The river St. Francis has been carefully surveyed, from its junction with the St. John to Lake Pohenagamook.

The "outlet" of that lake has been agreed upon, and established by the commissioners, and the latitude and longitude thereof ascertained.

The point upon the northwest branch of the St. John, 10 miles from the main river, in a straight line, and in the nearest direction, has been ascertained and established; its latitude and longitude determined; together with the fact that the said point is more than seven miles from the summit of the highlands.

The number of laborers employed under the American engineers has averaged through the season from 90 to 100.

The whole amount of expenditures up to January 1, 1844, has been about \$23,000: all the bills not having been rendered, I cannot state the precise sum.

When the engineers, who have been engaged in making plats and astronomical computations of their work, since they left the field, shall have presented them to the head of the scientific corps, they will be placed, together with his report, in your department.

In consequence of the observations of the British astronomers having been sent to England, to be examined by the astronomer royal, it will not be possi-



ble to make any progress in the maps, which the commissioners are required by the treaty to draw, the present winter.

The work has been conducted during the season with the utmost harmony; and not a single instance of serious disagreement has occurred between the engineers or the commissioners, to interrupt or render unpleasant the operations of any of the parties.

The British commissioner has manifested, on all occasions, the single purpose to do justice; and, in cases where the line was somewhat doubtful, has yielded as cheerfully when the evidence preponderated against his Government, as if it had been in its favor.

The commissioners had a meeting in this city on the 28th of December, at which arrangements were made for still more extensive operations the next season, provided the appropriation of the American Congress shall warrant them;—the British Government having furnished its commissioner with ample means for carrying on the work.

The cost of transportation the next season will be much enhanced, in consequence of having no communication with the line by water. Much of the supplies will be necessarily carried to the line upon men's backs, unless an appropriation be made in season to take advantage of the snow in the woods, and the ice on the river and swamps.

The British commissioner is now availing himself of that advantage, by transporting his provisions on sleds.

You will perceive, sir, the unpleasant predicament in which the undersigned is placed, having, under the circumstances named, exceeded the appropriation made by the last Congress some \$8,000—an amount which is daily increased by interest upon loans he has been compelled to contract.

Should the commissioners be permitted to carry out the plan of operations to which they have agreed, it is estimated that the sum of \$35,000 will be required by the American commissioner, over and above the sum in which he is now in arrears.

I have the honor to be, most respectfully, your obedient servant,

ALBERT SMITH,  
U. S. Commissioner.

To the Hon. A. P. UPSHUR,  
Secretary of State.

#### NAVAL OFFICERS.

MARCH 5, 1844, Mr. PARMENTER, from the Committee on Naval Affairs, made the following report: *The Committee on Naval Affairs, to whom were referred the resolutions of the House of Representatives, of January 15, 1844, instructing the committee to inquire into the expediency of certain alterations in the management of the navy of the United States, report:*

That they have examined into the various matters to which their attention has been directed; and offer such remarks, and recommend such measures, as they consider useful and proper to promote economy, without impairing the efficiency of the navy.

In the early history of the United States, Congress considered it a duty to decide, by law, on all matters of importance in relation to expenditure; and on much of the detail of the affairs of the navy, but, for several years past, almost all has been left to executive discretion—Congress contenting itself with general appropriations of large sums, to be expended in such manner as the executive department might think best. Without casting any reflection upon executive power, it must be obvious that the natural tendency of such a course is too great, not to say unwise expenditure.

A brief review of the legislation in regard to the navy will show that, for many years, Congress decided by law what number of ships of war should be built; what number in commission; and, in some instances, the extent of repair. It also regulated by law the number and grade of officers for the naval service, and extended its supervision to many other concerns of the navy, which have, more recently, been left entirely to the direction of the executive branch of the Government.

On reviewing the legislation concerning the navy, the committee find that March 27, 1794, a law was passed authorizing the President "to provide by purchase, or otherwise equip and employ, four ships to carry forty-four guns each, and two ships to carry thirty-six guns each;" and that for each of these ships of forty-four guns, there should be one captain and four lieutenants; and for each of the ships of thirty-six guns, there should be one captain and three lieutenants, and other officers in similar proportion. Of the ships authorized by this act, two frigates of the first class (the Constitution and the United States) and one of the second class (the Constellation) are still a part of the naval force.

By an act passed June 5, 1794, the President was authorized, in case of necessity, to procure, by building or purchasing, ten galleys, to be officered and manned by direction of the President. The rank of officers is not named. Eighty thousand dollars only were appropriated for this object. No proceeding appears to have been had under this act, as the money, on the 20th day of April, 1796, was appropriated to a different object. By an act passed July 1, 1797, authority was given to the President to employ the frigates United States, Constitution, and Constellation—the two first of 44 guns, the last of 36 guns. The complements of commissioned officers were fixed as follows: On board of each of the 44-gun frigates were ordered one captain, four lieutenants, two lieutenants of marines, one chaplain, one surgeon, and two surgeon's mates. On board the frigate of 36 guns were ordered one captain, three lieutenants, one lieutenant of marines, one surgeon, and one surgeon's mate. And the following warrant officers were allowed for each of said ships: one sailing-master, one purser, one boatswain, one gunner, one sailmaker, one carpenter, and eight midshipmen. The captains were authorized to appoint, for petty officers to each vessel, two masters' mates, one captain's clerk, two boatswain's mates, one coxswain, one sailmaker's mate, two gunner's mates, one yeoman of the gun room, nine quarter-gunners for the 36 gun frigate, and eleven quarter-gunners for each of the 44-gun frigates; and for each vessel two carpenter's mates, one armorer, one steward, one cooper, one master-at-arms, and one cook. The crew of a 44-gun ship was to consist of three hundred and eleven, and the 36 gun frigate of two hundred and sixty-six persons, besides the officers named as above. These complements include seamen, ordinary seamen, musicians, and marines. Another act was passed April 27, 1798, empowering the President "to cause to be built, purchased, or hired, a number of vessels not exceeding twelve, nor carrying more than twenty-two guns each, and to fix the number and grade of officers to be employed." The Navy Department was established April 30, 1798; the affairs of the navy having, prior to that time, been managed by the Department of War. The act authorizing ten galleys to be procured was renewed May 4, 1798. The President was authorized, by act of June 30, 1798, to accept proposals in behalf of the United States from "any persons who shall offer and undertake to complete, provide, and deliver to the use and upon the credit of the United States," to be paid for in six per cent. stock, twelve vessels, in addition to those authorized by act of April 27, 1798. The ves-

sels not to exceed the following rates: six ships of eighteen guns, twelve of from twenty to twenty-four guns, and six not less than thirty-two guns; the number and grade of officers, as well as the number of the crews, to be fixed by the President of the United States. By act of July 16, 1798, the President was authorized to cause to be built and equipped three ships or vessels, to be of a force not less than thirty-two guns each; and six hundred thousand dollars were appropriated. The President was authorized, by act of February 25, 1799, to cause to be built six ships of seventy-four guns, and six sloops-of-war of eighteen guns, but no additional officers were then authorized.

The committee have thus briefly alluded to the proceedings of Congress, in the infancy of the navy of the United States, with a view to show how little was left to executive discretion; and although the United States were engaged in a war with France, and subsequently with the Barbary powers in the Mediterranean sea, the annual expenses of the navy never exceeded three and a half millions of dollars, until the year before the war with Great Britain; during which, the annual expenses were from six and a half to eight and a half millions of dollars. The committee do not lose sight of the wants of our increased commerce; but they have in view, by this and other references, the particular question, whether the expenditures are now too great for the force employed. Their principal object at this time is to show the importance of a steady attention of the legislative authorities to the adaptation of the naval force to the wants of the country from year to year, and to the prevention of unnecessary and wasteful expenditure. The committee annex paper marked A, being a statement of the annual expenses of the navy, commencing at the year 1821, (a period when the peace system may be considered as systematically formed,) and continued to 1843.

On the accession of Mr. Jefferson to the presidency, it was found that many of the vessels procured were unsuitable for naval purposes, they having been obtained in part by purchase upon emergencies, and fit only for temporary uses; they were, therefore, ordered to be stripped, and were sold by authority of the act of March 3, 1801. The vessels excepted were the United States, Constitution, President, Chesapeake, Philadelphia, Constellation, Congress, New York, Boston, Essex, Adams, John Adams, and General Greene; six of which were to be kept in constant service in time of peace, and officered and manned as the President of the United States may direct, not to exceed two-thirds of their complements of seamen, ordinary seamen, and marines. By the act of February 2, 1803, the President was authorized to cause to be built four vessels of war, to carry not exceeding sixteen guns each, for the protection of the Mediterranean trade; and two more vessels, of the same size, were authorized by the act of March 25, 1804. By the act of April 21, 1806, the section of the act which provided that six frigates only should be kept in commission, and those only two-thirds manned, and a section that the number of officers in the navy should consist of nine captains, thirty-six lieutenants, and one hundred and fifty midshipmen, were repealed, and Congress enacted that "the public armed vessels of the United States, in time of peace," should be officered and manned as the President might direct, but that the officers should not exceed the following numbers and grades—that is to say: thirteen captains, nine masters commandant, seventy-two lieutenants, and one hundred and fifty midshipmen; but the officers were not to receive more than half their monthly pay during the time when they were not under orders for actual service; and it provided further, that the whole number of able seamen, ordinary seamen, and boys, should not

exceed nine hundred and twenty-five; but the President could appoint for the vessels in actual service as many surgeons, surgeons' mates, sailingmasters, chaplains, pursers, boatswains, gunners, sailmakers, and carpenters, as might, in his opinion, be necessary and proper. Five hundred additional seamen were authorized March 3, 1807. By another act, of April 21, 1806, the President was authorized to have fifty gun-boats built. By act of December 18, 1807, the President was authorized to cause to be built one hundred and eighty-eight gun-boats. By act of January 31, 1809, the President was authorized to have fitted out, officered, and manned, the frigates United States, Essex, John Adams, and President, and to appoint, in addition to the number authorized by law, three hundred midshipmen, and three thousand six hundred able seamen, ordinary seamen, and boys. By act of March 30, 1812, the President was directed to put in actual service the frigates Chesapeake, Constellation, and Adams, and was authorized to increase the officers and seamen for the navy, so far as might be necessary for these vessels.

On the 2d of January, 1813, Congress passed an act, the material parts of which the committee incorporate in their report, for the purpose of showing what was considered a proper complement of officers and men for a 74-gun ship.

Section 1 provides that four ships not less than the rate of 74 guns, and six ships not less than the rate of 44 guns, should be built.

Section 2 provides that there should be employed on board the 74-gun ships, one captain, six lieutenants; one captain, one first lieutenant, and one second lieutenant of marines; one surgeon, one chaplain, one purser, three surgeon's mates.

Section 3 provides the following warrant officers to be appointed by the President: one master, one second master, three master's mates, one boatswain, one gunner, one carpenter, one sailmaker, and twenty midshipmen; and the following petty officers, to be appointed by the respective captains: one armorer, six boatswain's mates, three gunner's mates, two carpenter's mates, one sailmaker's mate, one cooper, one steward, one master-at-arms, one cook, one coxswain, one boatswain's yeoman, one carpenter's yeoman, one gunner's yeoman, ten quarter-gunners, eight quartermasters, one clerk, and one school-master.

Section 4 provides that the crew of each should consist of two hundred able seamen, three hundred ordinary seamen and boys; three sergeants, three corporals, one drummer, one fifer, and sixty marines: in all, five hundred and sixty-seven persons.

By act of March 3, 1813, the President was authorized to have built six sloops-of-war, and to have the same manned, equipped, and commissioned for service. He was authorized to have built, or procured, such a number of sloops-of-war, or other armed vessels, to be manned, equipped, and commissioned, as the public service might require on the lakes. The second section of this act is in the following words:

"SECTION 2. *And be it further enacted*, That the President be, and he is hereby, authorized to appoint such officers, and to employ the number of seamen which may be necessary for such vessels as are authorized by law to be put in commission, any law to the contrary notwithstanding."

It would appear from this provision, that Congress did not consider the President to have a right to commission officers, without special authority, even in cases where vessels were ordered in commission. On the 15th of November, 1814, the President was authorized to have built or purchased twenty small vessels, not less than eight, nor more than sixteen guns; which act was repealed February 27, 1815, and the vessels ordered to be sold at the discretion of



the President. During the war with Great Britain, several acts were passed in relation to floating batteries, flotilla service, and barges, which were temporary in their character and service.

By the act of April 29, 1816, the sum of one million of dollars was appropriated annually, for the term of eight years, for the gradual increase of the navy, which continued in force for five years; and March 3, 1827, an appropriation was made for half a million of dollars annually, for six years, which were to be expended principally for imperishable materials; and the same sum was continued for six years longer, by the act of March 2, 1833. By the act of April 29, 1816, nine ships, to rate not less than 74 guns each, and twelve ships, not less than 44 guns each, were authorized—including, however, one 74 and three frigates previously authorized. By act of May 15, 1820, five vessels, of a force not more than 12 guns, were authorized. By act of December 20, 1822, the President was authorized to procure as many vessels, of a suitable kind, as he thought expedient, for the purpose of repressing piracy; and one hundred and sixty thousand dollars were appropriated. By act of March 3, 1825, ten sloops of war, of not less than 10 guns, nor more than 20, were authorized to be built. By act of February 3, 1831, three schooners were authorized to be built, not exceeding 12 guns each. By act of July 10, 1832, two hundred and seven thousand nine hundred and eighty-four dollars were appropriated for rebuilding the *Macedonian*; and same date, fifty thousand five hundred dollars for purchasing timber for rebuilding frigate *Java* and sloop of war *Cyane*. By act of June 30, 1834, two brigs or schooners were authorized to be built; and, on the same day, an act was passed appropriating one hundred and eighty-one thousand dollars for rebuilding the frigate *Congress*; since which time, no law, designating the number or class of vessels to be built, appears to have passed, excepting in the case of war steamers, and in 1837, by an item in the general appropriation bill, in relation to finishing two brigs, and building six small vessels. A comparison of the expenses of different years will show the importance of having the subject of the navy, in all its parts, more frequently brought to the examination of the legislative authority.

The committee invite the attention of the House to the statement of expenditures, marked A. In ten years, the expenses have increased from less than five millions of dollars to more than eight millions annually, without a corresponding increase of the force or service of the navy, as will be seen by the tables annexed. In 1832, the annual expenses were \$4,947,718; in 1842, they were \$8,397,242. In reference to executive discretion, the committee would remind the House of the fact, that, during the last year, six sloops of war, involving an expenditure of at least one million of dollars, were ordered to be built, without any special law of Congress directing them.

There is another important subject involved in this mode of legislation; which is, the number of officers in the naval service. As has been stated by the committee, in the early legislation on the affairs of the navy, the number of officers was fixed by law; but the rule now seems to be, to fix the number according to the means of payment; and the extraordinary fact exists, that the number and grade of officers have been decided upon, and regulated by, the annual estimates in all branches of the naval service; for ships and dock-yards, officers of the navy, storekeepers, clerks, and other persons, are multiplied according to the estimates annually presented and appropriations made, without reference to any law giving specific authority. The responsible

office of naval storekeeper, (of which there are several,) having under their charge millions of public property, without any law, are known only as offices for which an annual appropriation is required. Paper B shows the number of captains and commanders in the service from the earliest record to the present time. Paper C, the number of commissioned and warrant officers from 1820 to 1843. Paper D, the numbers of vessels and guns in the United States navy from 1817 to 1844. Paper E, the complement of officers and men, as at present established.

The only restriction, recently imposed by law, on the number of officers, is the limitation provision in the act of August 4, 1842. It is there provided "that, until otherwise ordered by Congress, the officers of the navy shall not be increased beyond the number of their respective grades that were in service on the 1st day of January, 1842; nor shall there be any further appointment of midshipmen until the number in service be reduced to the number that were in service on the 1st day of January, 1841; beyond which they shall not be increased, until the further order of Congress."

By the list of officers in the navy at different periods, (see paper C,) it will be seen that there is a large increase from time to time, and, within two or three years, a very rapid one. Twenty years since, there were in the naval service 28 captains, 30 commanders, and 172 lieutenants. Ten years after (in 1834) there were 37 captains, 41 commanders, and 250 lieutenants. In 1844 there are 67 captains, 96 commanders, and 328 lieutenants.

Paper F exhibits the vessels in commission from 1826 to 1843, inclusive.

In the year 1824 a very full report was made to Congress, by President Monroe, and estimates furnished of the whole number of commissioned officers which would be required for a navy consisting of 12 ships of the line, 16 frigates, and 15 sloops of war—all in commission; also three steam batteries, eight navy-yards, three shore stations, eight recruiting stations, and three hospitals. At that time it was proposed to establish higher rank in the navy; and one vice-admiral, two rear-admirals, and three commodores were recommended. That system was not adopted, and no rank higher than captain was recognised. Adding these higher grades to the number of captains proposed, which were forty-seven, it appears that the following number and grades were thought sufficient: 53 captains, 25 commanders, 284 lieutenants, 60 pursers, 61 surgeons. The navy, at the close of 1843, consisted of eleven ships of the line—of which, 2 were at sea, 3 receiving ships, 2 in ordinary, and 4 on the stocks; fifteen frigates—of which, 11 were at sea, preparing or ready, 1 in ordinary, and 3 on the stocks; one razee in commission; twenty three sloops of war—19 at sea, ready or preparing, and 4 on the stocks; eleven brigs, all at sea, ready or preparing; eight schooners, all at sea, ready or preparing; six steamers—4 at sea, ready or preparing; three store-ships, at sea.

The comparison cannot be made with perfect accuracy, because the small vessels require more masters and lieutenants, and more officers, in proportion, than large; but calling the navy-yards and other stations equal, it may be stated as follows: For 49 vessels, with 1,950 guns, the estimate in 1824 was 53 captains, 25 commanders, 284 lieutenants, 60 pursers, 61 surgeons. For 59 vessels employed, with 1,554 guns, we have 67 captains, 96 commanders, 328 lieutenants, 69 surgeons, 61 pursers. To the last estimate it is proper also to remark, that all vessels preparing for sea are included, whether ready or not to receive officers. The committee believe that the service would be benefitted by a greater allowance for casualties than the estimate of 1824 would

admit; but it must be manifest to every one, that the present number in some of the grades is too large—the commanders, strikingly so. The committee insert an extract from a letter from Commodore Stewart, which has been recently printed by order of the House.

The Commodore says, "according to the last Navy Register, the vessels now in a condition to be officered would require the following complement:

Names of vessels.	Number of guns.	Number of decks.	Captains.	Commanders.	Lieutenants.	Midshipmen.
Pennsylvania, - - -	120	4	1	-	12	30
Columbus, - - -	74	3	1	-	9	24
Ohio, - - -	74	3	1	-	9	24
North Carolina, - -	74	3	1	-	9	24
Delaware, - - -	74	3	1	-	9	24
Independence, - - -	54	2	1	-	6	18
United States, - - -	44	1	1	-	4	16
Constitution, - - -	44	1	1	-	4	16
Java, - - -	44	1	1	-	4	16
Potomac, - - -	44	1	1	-	4	16
Brandywine, - - -	44	1	1	-	4	16
Columbia, - - -	44	1	1	-	4	16
Congress, - - -	44	1	1	-	4	16
Constellation, - - -	36	1	1	-	4	14
Macedonian, - - -	36	1	1	-	4	14
Steamer Mississippi, -	10	1	1	-	4	14
Steamer Missouri, - -	10	1	1	-	4	14
Steamer Fulton, - - -	4	1	1	-	3	12
18 sloops of war, from 16 to 20 guns, requir- ing, - - -	-	-	-	18	54	180
10 brigs and schooners, -	-	-	-	-	30	40
Total number of officers required,	18	18	185	544		

"Thus, were war to occur immediately, and all the vessels now in condition for service to be officered and sent to sea, 18 captains, 18 commanders, 185 lieutenants, and 544 midshipmen, could only be employed on board to advantage. But, to the actual floating service, let an additional number be allowed for disability from age, sickness, or other causes, and for the supply of all proper stations on shore. The captains' list should be increased by the same number; the commanders' by three-fourths, and the lieutenants' list by one half. We shall then have, in a state of peace, 36 captains, 32 commanders, 277 lieutenants, and 544 midshipmen—officers sufficient for the whole service; as at no time, unless in war, would all the above vessels be employed. No additional allowance should be made to the midshipmen's list, in order that this grade of officers should be kept constantly on duty at sea; or, in port, in the line of that profession they require to be taught. Vacancies occurring in their list could be filled from the numerous applicants for those appointments.

"In addition to the foregoing numbers, there would be required, if all our ships repairing, rotten, or on the stocks, were in a condition to proceed to sea, the following:

	Captains.	Commanders.	Lieutenants.	Midshipmen.
For 6 additional ships-of-the-line, -	6	-	54	144
For 7 additional frigates, - - -	7	-	28	112
Total, - - -	13	-	82	256

Add for casualties, &c., - - -	13	-	41
Total required, - - -	26	-	123 256
To this add the number as before stated, - - -	36	32	277 544
	62	32	400 800

"This number, therefore, of 62 captains, 32 commanders, 400 lieutenants, and 800 midshipmen, would be amply sufficient for every post which ought to be assigned to naval officers—supposing that we were in a state of war, and every vessel equipped that we have provided. Whatever additional vessels would be required on the lakes, could be officered by making the proper number of promotions, and filling up their vacancies in the midshipmen's list."

The known intelligence and long experience of Commodore Stewart, command for his opinions great respect from all; and his letter demonstrates (what was before generally admitted,) that the officers of the navy, particularly of the higher grades, are too numerous. But on one point it is not certain his views would meet with general assent. The committee refer to his remarks in relation to shore employments. He says: "Let the navy-yards be reserved for veterans—those who have served their country meritoriously for a long period of years. The worn-out captains, sailingmasters, and boatswains, would here find useful employment, and, with it, a resting-place for life."

The post and duties of commanding and other officers at navy-yards where the extensive operations of the navy are carried on, require officers of intelligence, energy, and activity, and other traits of character which could not, as a general rule, be found in the retired veteran.

The question is not easily answered, What, under all existing circumstances, should be the number of officers of different grades? But whatever may be thought correct on that point, there can be no doubt it ought to be fixed by a permanent law.

By a document, furnished by the Secretary of the Navy, December 22, 1840, it appears that sixty-five commissioned officers, to whom furloughs had been granted, averaged only twenty-eight months' sea service in twenty years. This does not include that class of officers reported as "on leave," and "waiting orders." The last printed Register (October, 1843) shows the various duties in which the officers are engaged. There are 68 captains, who are employed as follows, viz:

On sea service, - - -	21
On leave and waiting orders, - - -	26
In command at navy-yards, - - -	7
Chiefs of bureaus at Washington, (present time 4,) - - -	3
Shore stations, - - -	3
Receiving ships, - - -	3
Inspector of ordnance, - - -	1
Under suspension, (since restored,) - - -	1
Port captains, - - -	3
	68

The number of commanders is 96.

On sea service, - - -	23
On leave and waiting orders, - - -	51
On duty at rendezvous, - - -	5
On duty at navy-yards, - - -	6
On duty in receiving vessels, - - -	4
Under suspension, - - -	1
On ordnance duty, - - -	2
Inspector of provisions, - - -	1
Naval asylum, - - -	1
Shore station, - - -	1



Special duty at Washington, - - -	1
	96
<hr/>	
The number of lieutenants is 327.	
On sea service, (including lakes,) - - -	195
On leave and waiting orders, - - -	56
At navy-yards, - - -	25
At rendezvous, - - -	8
On duty in receiving ships, - - -	16
Inspecting provisions, - - -	4
On ordnance duty, - - -	4
On duty at hospitals, - - -	4
Superintendents charts, &c., - - -	3
Special service in Washington, - - -	5
Bureau at Washington, - - -	1
Shore station, - - -	2
On duty at hospital, - - -	1
Under suspension, - - -	3
	327

## The number of surgeons is 69.

On sea service, - - -	27
On leave and waiting orders, - - -	20
Chief of bureau, - - -	1
At marine barracks, - - -	1
At rendezvous, - - -	4
At navy-yards, - - -	6
Naval hospitals, - - -	5
Receiving ships, - - -	3
Shore stations, - - -	2
	69

## The number of passed assistant surgeons is 17.

On sea service, - - -	12
Waiting orders, - - -	2
At navy-yard, - - -	1
At naval hospital, - - -	2
	17

## The number of assistant surgeons is 50.

On sea service, - - -	39
Waiting orders, - - -	5
Receiving ship, - - -	3
Hospitals, - - -	2
Under suspension, - - -	1
	50

## The number of pursers is 64.

On leave and waiting orders, - - -	14
On sea service, - - -	38
At navy-yards, - - -	7
Receiving ships, - - -	3
Furlough, - - -	1
Special service, - - -	1
	64

On leave and waiting orders include those absent on account of sickness, in all the offices above referred to.

The committee have thus presented a statement of the duties in which the commissioned officers are engaged. In relation to the captains, they would remark, that, taking into consideration their various duties, and the fact that some of the senior captains are those who signalized themselves and honored their country during the late war with Great Britain, and are therefore entitled to some indulgence, they do not think the number of captains much exceeds what policy and economy justify. The number of

commanders is unquestionably too great. The number of lieutenants and other commissioned officers is not excessive, although large. The number of midshipmen, as limited by law, is not too great.

On examination of the Register for the employment of warrant officers, it is found the number is apparently few; for instance, there are registered thirty sailingmasters, of whom all are employed on shore, in harbors, or on leave of absence; not one is at sea. Of thirty-four sailmakers, twenty-two are at sea. Of thirty-four boatswains, twenty-two are at sea. Of thirty-five carpenters, twenty-four are at sea. Of thirty-nine gunners, twenty-three are at sea. Of twelve masters' mates, four are at sea.

It does not appear that, of these warrant officers, an undue proportion is on absence or shore duty, except sailingmasters and masters' mates. The question, of course, presents itself, How are the ships at sea supplied with officers? This is done by officers performing the duty of a higher grade, and, by authority of the twelfth section of the law passed August 26, 1842, drawing the pay of such grade. This section is in the following words:

"SEC. 12. And be it further enacted, That whenever an officer shall perform the duty of a higher grade, by order of the Secretary of the Navy, or the commander of a fleet or squadron, or ship acting singly on foreign service, such officer shall be entitled to receive the pay of such higher grade during the time he performs the duty in that grade, and no longer; and no allowance shall be made for performing such service hereafter, unless so ordered."

Under this provision, more than thirty passed midshipmen are performing the duty of sailingmasters, with the pay increased from seven hundred and fifty to one thousand dollars. So with passed assistant surgeons, and assistant surgeons; and, in fact, with nearly all grades, whether commissioned or warrant. It must be obvious that, while this provision of law remains, it is useless for Congress to undertake to limit the number of officers, so far as pay is concerned. The committee are of opinion this section should be repealed, as the only corrective which can be applied. The objection that the higher grade involves more expense, is the strong, and almost only obstacle to discontinuing the increased pay. The committee are of opinion that this is counterbalanced by the advantages of honor and experience which are gained by the promotion. The Secretary of the Navy, in his annual report, makes the following remarks on the subject of extra pay. He says:

"The allowance of additional pay to officers performing the duty of a higher grade, is often a subject of contention and perplexity, and is liable to abuses. The utility of such allowances is somewhat questionable; but, if expedient to continue them, the law might be beneficially modified. It should define more accurately what constitutes a higher command, and perhaps, also, provide that no extra pay be allowed, unless expressly stipulated in the order directing the officers to perform such duty."

In favor of repealing this provision, it may also be remarked, that the burden (if it be thought one) of the officers of a lower grade performing the duty of a higher grade, would in almost every instance, be of short duration, and be removed by the department as soon as it came to its knowledge.

The warrant officers of a lower grade—or, as they are termed, the "forward officers"—such as gunners, boatswains, carpenters, and sailmakers, are few in number. There are between thirty and forty of each grade, and are all wanted for sea service and navy yards. Paper G gives the number of officers of this grade January 1, 1842, and at the present time. The small increase in the number of boatswains is owing to a few having been appointed between the 1st of

January, 1842, and the time of the passage of the limitation provision in August, 1842.

The committee have adverted to the employment of navy officers in the several navy yards. Table H exhibits the numbers employed, and the current expenses, for eighteen years. These, it will be seen, have greatly increased. In 1830, there were 155 commissioned and warrant officers attached, and the current expenses were \$265,215; in 1840, 170 officers, and the expenses \$284,544; in 1843, 191 officers, and the expenses \$328,940. There does not appear to be any good reason for the great increase of officers at the navy yards.

The officers in the civil department of the navy yards have been multiplied in a similar manner. In 1830, the cost of this portion of the navy yard expenses was \$54,680; in 1840, \$65,170; in 1843, \$67,620, principally caused by increase of salaries and additional clerks. The number and salaries should be established by law.

The committee, while they recommend a strict provision, by a law of Congress, for preventing an increase of officers, are not prepared to urge a dismissal of those now in service. There are difficulties of a delicate character, which are not easily overcome. A reduction, by dismissal of a portion, would operate unjustly and unequally. An officer who may have been recently promoted from a lower to a higher grade, would necessarily be at the foot of the list, and be discharged; while one of less merit may be at the head of the next grade, and retained. Besides, much is due for long and arduous service, and for the incapacity for civil employment on shore, induced by sea service. Such a policy, in view of future wants of the country, may also be questioned.

The attention of the committee has been called to the subject of a peace establishment, with a view of fixing the number of vessels to be employed, and reducing the complement of crews in time of peace.

The wants of the naval service are so fluctuating, that it would be exceedingly difficult to fix on the numbers and classes of vessels to be employed. Apprehended difficulties with foreign powers, increase of pirates, unexpected occasions for naval services, and other considerations, have an important bearing on this question, and are different at different times. It would seem that this matter should be decided by Congress annually, who could regulate it according to circumstances, by fixing the number of petty officers and seamen who should be employed. This is the practice of foreign nations. Our custom has been to give the money, and the Executive has been at liberty to employ as many men as the appropriation would pay for. Paper I shows the number of seamen employed from the year 1826 to 1844.

With regard to the reduction of the complements of vessels as at present fixed, the committee are of opinion that the true policy would be to keep up the complement of the crews, and reduce the vessels in commission, rather than the opposite course. As far as they can learn, this is the opinion of well-informed naval officers. This plan of reduction was (as has been already stated in this report,) for a short time adopted by Government, but it was soon abandoned. Among the objections to a reduced crew, may be mentioned, as prominent, the importance of a ship of war being able to maintain the honor of her nation in case of a sudden outbreak of hostilities during a distant cruise, or of any sudden collision with the ship of another nation of the same force; a greater safety during a storm, and the various perils of the sea; greater despatch in the duties of the ship, from the ability afforded by numbers, and, of course, the absence of excuse for a tardy and careless performance of necessary work; improvement in discipline, and proficiency in the exercise of the guns, and other naval duties; neatness and cleanliness on board the

ships, and thus preserving the health of the crews; care in preserving the public property; a feeling of security in the sailor, which would inspire confidence, and rouse his pride, should duty call him to defend his flag. The diminution of expense may be better attained by lessening the number of vessels, than by reducing the crews. The paper marked K shows the annual expense of supporting vessels in commission, of different rates.

The subject of compensation to public officers has been referred by the House to a select committee, for the purpose of considering the whole question. This committee consider the pay of many of the officers of the navy as fixed at a high rate; but it is relative, and, as far as they can discover, does not exceed the pay of other officers of the Government, according to the service and station. If a general reduction of pay should be made, the officers of the navy ought to be included; but as their pay, in common with that of other officers, has been submitted to a committee specially appointed, it is thought most proper not to submit any specific proposition.

The committee, having thus presented a general view of the subject referred to them, submit their opinions on the resolutions of instruction: which are,

1. *Whether it is expedient to provide by law for a naval peace establishment, designating the number of vessels and of officers, petty officers, and seamen, proper for such an establishment?*

The committee, it will be perceived, do not consider that it would be useful to provide, by a permanent law, the precise number of vessels to be employed, and their rates; as the force required must be governed by circumstances, continually changing. They are of opinion that the question can be best settled each year by Congress. The number of petty officers and seamen should be annually limited in the appropriation bill.

2. *Whether the complements of crews of vessels in commission shall not be less in time of peace than of war; and, if so, whether the complements as fixed by the existing regulations of the department, cannot be safely reduced?*

For reasons set forth in this report, the committee are of opinion that it would not be expedient to reduce the complements of the crews of the ships, as fixed by the regulations.

3. *What has been the annual increase in the numbers of officers of each grade, since the 4th March, 1837? Has it, at any time within that period, been unnecessarily large; and can the present numbers (particularly of the higher grades, as commanders and captains) be reduced with safety?*

For information as to increase of officers, the committee refer to accompanying tables. They are of opinion that the number of some of the officers should be reduced by a gradual process; and, for that purpose, insert a provision in the bill reported.

4. *Whether the annual pay of officers, as fixed by the act of 13th March, 1835, especially of those employed on shore, on leave of absence, or waiting orders, can be reduced?*

The committee have, in this report, expressed their opinion that the compensation as fixed by law is high; and, as they have stated, if the reduction of compensation for officers in the employment of Government should be made, navy officers should be included.

5. *Whether there is any, and what, accountability on the part of storekeepers and others, for the keeping and disposition of the public property in yards and elsewhere? And whether a more perfect system of accounting for the same ought not to be established by law?*

6. *Whether the number and compensation of storekeepers, and other officers of the navy-yards, should not be fixed by law; at the same time providing that*



*the storekeepers shall be appointed by the President of the United States, by and with the advice and consent of the Senate?*

The committee are of opinion that the importance of the station of storekeeper requires that his tenure of office should be changed, and that he should be made more distinctly accountable for the property which comes into his possession; and that the number of naval storekeepers should be designated by law, and their salaries fixed; and they report a bill for that purpose.

*7. Whether the expenses of the several navy-yards cannot be reduced; and how far it would contribute to that object, hereafter to require work in them to be executed by contract or the job?*

The expenses of the navy-yards arise from officers in the civil department, and naval officers, whose compensation is by salary or rates of pay. The tables accompanying this report show how they have been increased, by being regulated according to the money granted. The committee are of opinion that the number and compensation of the officers in the civil department of the navy-yards, and the number of naval officers employed there, should be regulated by law; and have provided for those objects in the bills reported at this time.

In regard to contracts, the law now requires that all supplies shall be advertised for in the public papers, and furnished by contract with the lowest bidder. There are some articles made in the navy-yards, which might, perhaps, be more economically supplied by contract than in the present mode; but ships of war, in the opinion of the committee, should not be exposed to the hazard of unfaithfulness of contractors. The safety of the lives of the officers and crews, the credit of the nation, and the honor of its flag, are all involved in the building of ships of war. Besides, the building of vessels of war requires a skill which, for want of experience, cannot be possessed but by few persons.

As it is not proposed to increase the number of vessels in the navy at the present time, the committee have not thought it necessary to examine, with a view to report upon the subject of a change in the material to be used in ships of war, by the substitution of iron for wood; nor how far steam-ships ought to take the place of sail-ships. They allude to these points for the purpose of showing that they have not been overlooked, while the affairs of the navy have been under consideration. The report and measures recommended, as also the resolutions of the House, have reference to the administrative concerns of the navy, applicable to all cases, and not affecting the question as to any future determination in relation to the use of steam and iron for naval purposes.

The importance of a navy, respectable in the number and force of its ships, has been recognised by the American people, and its well-deserved fame has endeared it to their affections. Its hold on popular favor can only be preserved by a correction of the errors which have crept into the management of its affairs. It may be injured by too much indulgence, and lose its character for want of the vigilant supervision of Government. The committee are fully aware of the necessity of some amendment in regard to it, and feel assured that they best show the sincerity of their regard for the service, by checking its lavish expenditure, and recommending such reforms as may, if carried out, preserve the attachment which it has gained by the valor and patriotism of those who brought it into favor. They are confident, notwithstanding the strength of expression with which it has been censured by some, that Congress has no disposition to assail it with a ruthless hand, but desires to place it in such a position that it will be sustained and cherished in future, as it has been in times past, as a necessary as well as favorite branch of the public service.—[Accompanying papers next week.]

## Proceedings in Congress.

### SENATE.

TUESDAY, MARCH 19, 1844.

On motion of Mr. KING, a report from the Secretary of War, in answer to a resolution of the Senate of the 11th January, calling for all the information in that department relative to fortifying the keys and islands around Cape Florida, and the construction of a railroad across the peninsula of Florida, so as to have a direct communication between the waters of the river Matanzas, the Mosquito lagoon, and Indian river, at the Haulover, in East Florida, was referred to the Committee on Military Affairs.

Mr. FOSTER made a motion to postpone the previous orders of the day, with the view of taking up the bill for the establishment of a naval depot and dockyard at Memphis, Tennessee, but after a few remarks by Messrs. BREESE and BAYARD, withdrew the motion until a document upon the subject, submitted to the Committee on Naval Affairs by Mr. BREESE, and ordered to be printed on the suggestion of that committee, was laid on the tables of senators.

Mr. CRITTENDEN submitted the following resolution:

*Resolved by the Senate,* That the Secretary of the Navy be, and he is hereby, requested to furnish Samuel Colt with such facilities and assistance as boats, anchors, men, &c., authorized by the joint resolution of Congress, approved August 31, 1842, as may be required to enable him to complete his proposed submarine experiments for testing Colt's submarine battery.

WEDNESDAY, MARCH 20.

Mr. CRITTENDEN presented a memorial from citizens of Vicksburg, Mississippi, recommending that place as a suitable site for the naval depot and national armory contemplated to be established on the western waters. Referred to the Committee on Naval Affairs, and ordered to be printed.

The resolution submitted by Mr. CRITTENDEN yesterday, directing the Secretary of the Navy to give facilities to Mr. Colt to complete the preparation for testing and experimenting with "Colt's submarine battery," was taken up and agreed to.

THURSDAY, MARCH 21.

Mr. HAYWOOD remarked that the general assembly of North Carolina, at its last session, passed certain resolutions urging upon the senators and representatives in that State to use their exertions to obtain an appropriation for the completion of the United States arsenal in that State, as an arsenal of deposit and general construction. It was presented to the Senate, and referred to the Committee on Military Affairs, but no final action was had upon them. He moved that they be taken from the files, and referred to the Committee on Military Affairs. Agreed to.

Mr. H. also moved the following resolution; which was adopted:

*Resolved,* That the Secretary of War be directed to communicate to the Senate an estimate of the amount which will be necessary to complete the U. S. arsenal near Fayetteville, in North Carolina, as it was originally designed by law, viz.: as an arsenal of deposit and general construction; and that he report also what balance there is in the hands of disbursing officers of any appropriation heretofore made for the erection and completion of said works.

FRIDAY, MARCH 22.

Mr. ARCHER, from the Committee on Foreign Relations, reported back, with an amendment, the joint resolution from the House tendering the thanks of Congress to the British authorities at Gibraltar, and the commanding officers and crew of her Britannic

Majesty's ship Malabar, for services rendered on the occasion of the destruction of the steamer Missouri by fire.

The bill making appropriations for the payment of revolutionary and other pensioners of the United States for the fiscal year, ending on the 30th June, 1845, was read a third time and passed.

#### HOUSE OF REPRESENTATIVES.

WEDNESDAY, MARCH 13.

Mr. PARMENTER, by permission, reported a bill from the Naval Committee, entitled "A bill limiting the number of officers of the navy, regulating the complement of crews of vessels of war, and for other purposes;" which was read twice, and referred to the Committee of the Whole on the state of the Union.

THURSDAY, MARCH 14.

The debate on the bill making appropriations for the Military Academy, and on the amendment proposing its abolition, was continued at considerable length, in Committee of the Whole.

FRIDAY, MARCH 15.

The following resolution was adopted:

*Resolved*, That all debate on House bill No. 30, "making appropriations for the support of the Military Academy for the fiscal year ending the 30th day of June, 1845," shall cease in Committee of the Whole on the state of the Union within five minutes after the House shall resolve itself into a committee; and that the House will resolve itself into said committee at 12 o'clock, and the committee shall then proceed to vote on all amendments pending, or that may be offered to said bill; and then report the same to the House, with such amendments as may have been agreed to by the committee, unless the same be sooner disposed of.

The consideration of the bill making appropriations for the support of the Military Academy was resumed in Committee of the Whole, the question being on the amendment of Mr. HALE, as follows:

"That no money appropriated in this bill, or hereafter to be appropriated, shall be applied to the payment of any cadet hereafter to be appointed; and the terms of service of those who have warrants, now in the academy, shall be held to cease from and after four years from the time of their respective appointments."

Mr. E. J. MORRIS vindicated the officers of the army who served in the Florida war, and spoke highly of their gallantry and good conduct. The hour of twelve having arrived, the remarks of Mr. M. were cut short by the Speaker; and the committee, in pursuance of the resolution adopted this morning, proceeded to vote on the pending amendment.

The amendment (having been modified so as to leave only the first branch remaining) was negatived; 54 voting in the affirmative, and 91 in the negative.

Mr. RATHBUN then offered an amendment, to the effect that no cadet should be appointed after the passage of this act.

The CHAIRMAN decided that the amendment was not in order.

Mr. RATHBUN appealed; but the committee sustained the decision of the Chair.

Mr. HOLMES moved that the committee rise and report the bill; which was agreed to.

The committee rose and reported accordingly.

The SPEAKER having taken the chair, stated the question to be on concurring in the amendment of the Committee of the Whole, which was, in fact, a mere transposition of certain words, which did not affect the purport of the original bill.

The amendment was concurred in.

Mr. CAVE JOHNSON offered an amendment by way of a proviso, to be added to the following clause:

"For pay of officers, instructors, cadets, and musicians, fifty-one thousand five hundred and thirty-eight dollars and thirty-three cents."

The proviso was to the effect, that no money hereby appropriated should be paid for any cadet that should hereafter be appointed, and that the term of service of the cadets now at the Military Academy should cease at the expiration of four years from the time of their appointment. On this he moved the previous question.

Mr. HARALSON proposed to amend the amendment, so as to provide that the following lines be stricken from the bill:

"For continuing the construction of barracks for the cadets, fifteen thousand dollars."

The amendment was adopted by Mr. JOHNSON.

The SPEAKER then put the question of seconding the demand for the previous question; but tellers were called for, and Messrs. DELLET and BURKE were appointed, and they reported 72 in the affirmative, and 67 in the negative.

So there was a second.

The main question was ordered to be put, and the yeas and nays were ordered on the question of agreeing to the amendment.

A division was called for, and the vote was first taken on the proposition of Mr. C. JOHNSON; which was negatived—yeas 73, nays 106.

The question was taken upon the second branch of the amendment (Mr. HARALSON's proposition) and it was agreed to, 77 voting in the affirmative and 42 in the negative.

The question upon the engrossment of the bill was the question next pending; which was carried.

The bill was read a third time; and the question was put upon its passage.

Mr. RATHBUN moved to recommit the bill, with instructions that the committee report the following amendment:

"That no cadet shall be appointed after the passage of this act."

The previous question was seconded, and upon the main question (viz: shall the bill pass) the yeas and nays were ordered; and being taken, resulted—yeas 109, nays 67.

So the bill was passed.

Mr. FISH moved the reconsideration of the vote by which the bill was passed. Rejected without a division.

The question being on the title of the bill,

Mr. WENTWORTH moved to amend it, so as to make it read "a bill to put down the militia of the country." Mr. W., however, withdrew the amendment; and the title was agreed to.

MONDAY, MARCH 18.

Mr. COLES, from the Committee on Military Affairs, to which was referred, in the annual report of the Secretary of War, the subjects of the act of the 23d of August, 1842, abolishing the office of one inspector general, three paymasters, two surgeons, and two assistant surgeons, and directing their discharge within one month after its passage, &c., made a report thereon, accompanied by a bill to repeal so much of the 4th section of the act approved 23d August, 1842, entitled an "Act respecting the organization of the army and for other purposes," as abolishes the office of one inspector general; which bill was read a first and second time, and committed to a Committee of the Whole House on the state of the Union.

Mr. MURPHY presented a memorial of Doctors D. S. Edwards, John S. Wily, John Haslett, and others, surgeons in the United States Navy, for the passage of a law which will place surgeons and assistant surgeons of the navy on the same footing correlatively, in point of military rank, as surgeons and assistant



surgeons in the army of the United States. Referred to the Committee on Naval Affairs.

TUESDAY, MARCH 19.

Mr. HARALSON obtained the permission of the House to make a report from the Military Committee. He said he was directed by the Committee on Military Affairs, to whom was referred the bill No. 44, to divide the United States into two military districts, and the petition of citizens of New York, and of Wm. Wallace Whitney, relating to the same subject, to move that the committee be discharged from the further consideration thereof.

Mr. HARDIN said the committee was divided—4 to 4, and therefore they could not agree upon a report; but they would consent to be discharged.

The motion to discharge the committee was agreed to.

Mr. HARALSON then moved that the report and accompanying papers be printed.

Mr. DICKINSON moved that it be referred to the Committee of the Whole House and made the order of the day for to-morrow; which was carried.

The motion to print was then agreed to.

The bill making appropriations for the fortifications of the United States was taken up in Committee of the Whole. The bill having been read,

Mr. STETSON moved to amend the first section, making an appropriation for the fortifications at the outlet of lake Champlain, by substituting \$58,308 10, in lieu of \$40,000 reported by the Committee of Ways and Means. The amendment was rejected, yeas 50, nays 66.

Mr. HARALSON moved to amend the section making appropriations for the fortifications at Savannah, Georgia, by striking out \$13,000 and inserting \$15,000. Rejected.

Mr. SLIDELL submitted an amendment increasing the appropriation for Fort Jackson, Louisiana, from \$5,000 to \$10,000; and for Fort Livingston, in the same State, from \$40,000 to \$55,000. The amendment was divided, and both propositions were rejected.

Mr. HARALSON offered an amendment, making an appropriation for the continuation of works at Key West and the Dry Tortugas.

There being no quorum present, the committee rose.

WEDNESDAY, MARCH 20.

Mr. CRANSTON, on leave, introduced a bill providing for the construction of a military road from Fort Adams to Newport, Rhode Island. Read twice, and referred to the Committee on Military Affairs.

On motion of Mr. McKAY,

The House resolved itself into Committee of the Whole on the state of the Union, (Mr. C. JOHNSON in the chair,) and proceeded to the consideration of the bill making appropriations for fortifications, the pending question being upon the amendment of the gentleman from Georgia, [Mr. HARALSON,] appropriating a sum for the continuation of works at Key West and the Dry Tortugas.

The CHAIRMAN stated that, in his opinion, the amendment could not be entertained, as by the rules of the House no appropriation could be made by an amendment to a general appropriation bill, for an object not previously authorized by law.

An appeal from the decision of the chair was moved, but, after some discussion, was withdrawn.

The bill was then laid aside to be reported; and,

On motion of Mr. HARALSON, the committee took up the bill from the Senate providing for remounting the second regiment of dragoons; which being read,

Mr. HALE moved to amend it by inserting a provision that "all acts and parts of acts for raising the eighth regiment of infantry be, and the same are hereby, repealed,"

Mr. HALE stated that the Florida war, which was the immediate occasion for the creation of this regiment, being ended, there was no necessity for its continuance.

The CHAIRMAN was understood to decide that the amendment was not in order.

Mr. HARALSON moved that the bill be laid aside to be reported to the House.

Mr. MCKAY hoped the committee would not lay the bill aside to be reported; and he proceeded to give some statements of the additional expense that would be incurred by remounting these dragoons. The additional expense which a regiment of dragoons would cost per annum over a regiment of infantry, was very considerable; but to what it would amount he had not the means of stating correctly, for it was variously estimated by different officers. One officer estimated the amount at \$41,600; another, at \$60,555; and a third, at \$79,177. He had really hoped that they should have had some correct statement from the Committee on Military Affairs before so large an increase of expenditure would receive the assent of the House. The argument based on an apprehension of danger from the Indian tribes, he thought, had but little force, as no danger need be anticipated from them, if they were dealt with justly and kindly.

Mr. ADAMS objected to the word "repeal," which was used in the bill; for it would be idle to pass a law to repeal the act dismounting the regiment, when it had been long since executed, and the horses sold. He reminded the House of the proceedings of the House of Representatives of the 27th Congress on this very subject. Then, propositions were made to reduce the army from 12,000 men to 6,000; and the actual reduction made was from 12,000 to 8,000. It was the wish of that House to disband this regiment of dragoons entirely; but the Senate so amended the bill as to dismount them, instead of disbanding them. The amendments and reductions made at that time were, in many instances, made on the motion of their present chairman, [Mr. CAVE JOHNSON,] in whose labors he [Mr. ADAMS] was always very glad to number himself as a friend and supporter. He intimated that he should move the disbanding of this regiment of dragoons; for the Florida war no longer existed, which gave cause to increase our standing army.

Mr. A. concluded by moving that the committee rise; which motion prevailed, and the committee rose and reported the fortification bill to the House.

The question being on the engrossment, the previous question was ordered, and the main question passed in the affirmative.

Mr. GEORGE W. JONES said, believing that it was unnecessary to pass this bill, and that the public service would sustain no detriment by its rejection, he wished to record his vote against it. He demanded the yeas and nays.

The demand was not seconded; and the question being put upon the passage of the bill, was decided in the affirmative.

THURSDAY, MARCH 21.

On motion of Mr. HARALSON, the House resolved itself into Committee of the Whole on the bill to remount the second regiment of dragoons, (Mr. CAVE JOHNSON in the chair.)

The CHAIRMAN stated the question to be on the motion of the gentleman from Massachusetts, [Mr. ADAMS,] made yesterday, to strike out all after the enacting clause, and insert a substitute to disband that regiment; on which the mover of that amendment had the floor.

Mr. ADAMS recounted the history of the reduction of the army, and declared his conviction that that reduction was judicious. It had operated no injury;

for the army was still sufficiently large for all the purposes for which it was required, notwithstanding the repeated recommendations which had been made by officers of this administration for an increase of both army and navy.

Mr. HARALSON replied: The second regiment of dragoons was not disbanded by the act of 1842, but was converted into a regiment of riflemen, and this bill proposed to remount them. The number of men in the army would be precisely what it is now; but the regiment would be more efficient and capable of acting against the Indians. Nothing but horse was able to overtake and chastise them after one of their sudden and unlooked for attacks. It was not in the power of the Secretary of War to remount this regiment, without the sanction of Congress. It would be looked upon as a usurpation of authority, if he did so, no matter how imperious the necessity for it. Hence the introduction of the present bill. He would go as far as any member in economizing the expenditures of the army; but this expense he deemed absolutely necessary for the defence of the country.

The committee rose, and reported progress.

SATURDAY, MARCH 23.

Mr. PARMENTER, from the Committee on Naval Affairs, submitted the following resolution:

*Resolved*, That the Secretaries of War and of the Navy each inform this House what experiments have been made by officers of their respective departments for the purpose of testing the strength and utility of cannon manufactured from wrought iron, specifying such particulars as may tend to show the relative strength and utility of wrought iron and cast iron cannon; and that they severally furnish copies of all reports made by ordnance or other officers, either of the War or Navy Departments, which may be in their possession on the subject of this inquiry; and give such other information connected therewith as they may consider useful; also, that they respectively inform the House, as far as may be in their power, what has been the result of the experience of European powers on the subject, and particularly the largest size to which wrought iron cannon for solid shot have been carried with success.

(Mr. PARMENTER in answer to an inquiry, stated that as soon as Capt. Newton returned, a court of inquiry would be convened on the subject of the burning of the Missouri.)

Mr. C. JOHNSON then suggested an amendment, "And that the Secretaries also report to the House the expenses of said experiments, and to whom the money was paid."

The resolution was agreed to.

MONDAY, MARCH 25.

Mr. BLACK, of South Carolina, made a report on the subject of the pay of the army, accompanied by a bill, which was twice read, and referred to the Committee of the Whole on the state of the Union, and 5000 extra copies ordered to be printed.

Mr. T. SMITH offered the following resolution; but as it was objected to, it lies over:

*Resolved*, That the Secretary of the Navy be requested to obtain from the bureau of medicine and surgery, and transmit to this House a statement of the number, date, and pay, and emoluments of all attendants of whatever kind or denomination employed in the naval hospitals of the United States, including the naval hospital called naval asylum, together with the number, ages, and number of years' service of all the pensioners now in the latter hospital, together with a report on the bodily health, or description of all the present inmates; also the cost annually of the clothing and support of every pensioner, together with any facts showing that these institutions may be more economically conducted than at present.

## National Institute.

### MEETING IN APRIL.

The committee charged with the arrangements for the contemplated meeting of the Institute to commence on the 1st April, 1844, have every reason to believe that the meeting will be numerously attended and very respectable. Many eminent men, who will take part in the proceedings, have not yet named the topics upon which they mean to treat. The representatives, also, from societies and colleges have not specified the subjects they intend to bring forward; but the following list, embracing the names of most of those who have so far been heard from, who will either be present or send on communications, amply demonstrates that materials will be abundant and valuable. The committee are extremely desirous to publish a volume or volumes of the proceedings on the occasion, which can only be done by subscription. For this end donations are respectfully solicited from the friends and correspondents of the Institute, and it has been determined that all persons who remit the sum of five dollars will be entitled to a copy of the proceedings if published. If sufficient funds shall be received, the publication will be enlarged and rendered more valuable by adding an abstract of all the proceedings of the National Institute from its foundation, in May, 1840, up to the present period, including, besides all the addresses, communications, papers, &c., a copy of the charter of incorporation, the memorial to Congress, a list of officers and members, (honorary, resident, paying, and corresponding,) lists of societies, &c., in correspondence, and a full catalogue of all donations, contributions, and deposits that have been made to its cabinet and library, with the names at full of the donors, contributors, and depositors.

The following contains, in part, the names of those who will participate in the proceedings of the meeting in April, 1844, and the subjects to be treated. Many others have not yet been heard from.

Hon. R. J. WALKER, United States Senate—Introductory address.

Hon. RICHARD RUSH, of Pennsylvania—On the Smithsonian Institute, &c.

Professor JOHN LOCKE, of Cincinnati—On Lake Superior, embracing an account of miscellaneous observations on the geology, mineralogy, topography, scenery, climate, meteorology, &c., of the lake.

Prof. J. W. BAILEY, Military Academy, West Point—Notes on American polythalamia.

Dr. F. WAYLAND, President Brown University, Providence—On college education.

W. B. HODGSON, Savannah, Georgia—On the megatheroid fossils of the Atlantic coast of Georgia.

Professor W. R. JOHNSON, Philadelphia—On the scientific character and researches of the late James Smithson.

Professor FRANCIS LIEBER, LL. D., Columbia, S. Carolina—Remarks on executions in the open field, or so-called public executions.

Rev. JOHN G. MORRIS, Baltimore—On the past and present state of entomological science in the United States.

Professor J. W. DRAFER, University of New York—On the physical constitution of the rays of the sun.

Professor ELIAS LOOMIS, Hudson, Ohio—On the great comet of 1843.



Rev. H. HUMPHREYS, President of St. John's College, Annapolis—The economy of science in relation to the Government.

Professor BENJ. HALLOWELL, Professor of Chemistry, Columbian College, Washington—On the liberation of caloric in some chemical changes that are attended with an enlargement of bulk.

Professor E. FOREMAN, M. D., Medical College, Baltimore—On exchanges.

Lieut. M. F. MAURY, U. S. Navy, Washington—On the Gulf stream.

A. D. CHALONER, M. D., Philadelphia—Description of the petrified forest near Cairo, in Egypt, discovered by M. Linant.

Prof. ROBT. HARE, Philadelphia—On the causes of storms, especially of tornadoes and hurricanes.

Professor A. CASWELL, Providence, R. I.—Abstract of a meteorological diary kept for the last twelve years by Prof. Caswell, of Brown University, Providence, R. I.

Professor C. GILL, Flushing, New York—On the improvement of mathematical science and the consequent advancement of the natural sciences.

Professor JAMES HAMILTON, Nashville, Tennessee—On certain meteorological facts observed at Nashville, Tenn.

Professor M. JACOBS, Gettysburg, Pennsylvania—On the Indian summer, &c.

Dr. WASHINGTON ATLEE, Lancaster, Penn.—On the theory of meteorites.

Professor W. A. NORTON, Newark, Delaware—On the nebular hypothesis.

MILO G. WILLIAMS, Esq., Cincinnati, Ohio—On the meteorology and climate of Cincinnati.

Professor S. S. HALDEMAN, Columbia, Pennsylvania—On the necessity of a national institution for the encouragement of science.

Professor R. M. PATTERSON, Philadelphia—On a method of determining the centre of population of a country, with its application to the United States at each census.

Professor W. W. MATHER, Jackson, Ohio—On the origin of the sedimentary rocks of the United States.

Dr. THOMAS SEWALL, Washington—On the design of the Medical Department of the National Institute.

Professor H. ST. GEO. TUCKER, University of Virginia—Cursory reflections on our Federal System, its tendencies, advantages, and imperfections, with some suggestions as to its probable permanence and stability.

Rev. JOHN O. CHOULES, Boston—On the contributions of Christian missions to the arts and sciences.

Lieut. THOS. J. LEE, United States Topographical Engineers—On the standard measures of the yard and metre.

WM. H. VAN BUREN, M. D., United States Army, Washington—The effects of large doses of sulphate of quinine on the human system as a remedial agent.

Dr. ELIPHALET NOTT, President of Union College, Schenectady—On the origin, duration, and end of the world.

Capt. A. MORDECAI, Ordnance Corps, U. S. Army—Notice of a ballistic pendulum constructed at the Washington arsenal for experiments in gunnery.

Capt. W. H. SWIFT, U. S. Topographical Engineers—On the measurement on the base of Long Island for the survey of the coast in 1834.

J. C. PICKETT, U. S. Chargé d'Affaires at Lima—Letter respecting some remarkable ruins in the province of Chachapoyas, Peru.

JOHN W. DUNBAR, M. D., Baltimore—On the importance of physiology as a branch of general education.

In addition to these, others are expected to be present, or to make communications, among whom may be mentioned the names of the Hon. LEVI WOODBURY, United States Senate; HENRY WHEATON, Esq., Ame-

rican Minister, Berlin; Rev. Prof. E. HITCHCOCK, Geologist of Massachusetts; Rev. JAMES RYDER, President of Georgetown College; Professor JAMES P. ESPY, Washington; Rev. Prof. ALONZO POTTER, Union College, Schenectady; Hon. JOSEPH R. INGERSOLL, House of Representatives, Philadelphia; Colonel JOSEPH G. TOTTEN, Chief of Engineer Corps, Washington; ALEX. D. BACHE, Superintendent of the Coast Survey; Major JAMES D. GRAHAM, Topographical Engineer Corps.

### FAYE'S COMET.

*Editor Army & Navy Chronicle,  
And Scientific Repository:*

I send you the elements of Faye's last comet, as translated from the Comptes Rendus of the Academy of Sciences, Paris, January 29th, 1844. You will perceive that it is a comet of short period, a revolution being performed in  $7\frac{2}{5}$  years.

J. M. G.

#### ORBIT CALCULATED BY M. FAYE.

Epoch mean longitude, 1st January, 1844, (mean m. Paris,)  $60^{\circ} 27' 46''$  (mean eq.)

Mean daily motion,	-	-	-	490", 7991
Longitude perihelion,	-	-	-	$50^{\circ} 19' 4''$
Semi-axis major,	-	-	-	3,738826
Arc, sine = e	-	-	-	$33^{\circ} 12' 42''$
Longitude ascending node,	-	-	-	$209^{\circ} 13' 31''$
Inclination,	-	-	-	$11^{\circ} 16' 50''$

Motion direct,

The duration of a revolution, - 7 years  $\frac{2}{5}$

Distance from centre of ellipse to the sun, - - - - 2,0479

Shortest distance from comet to sun, 1,6909

Unity being the earth's mean distance.

The orbit has been calculated from the following observations:

Nov. 24th, 1843.	} Corrected for aberration and parallax.
Dec. 13th, 1843.	
Jan. 12th, 1844.	

It represents them within  $0'' 5$ .

The extreme observations comprise an interval of nearly 49 days, and whilst they are the most distant, they are also the most satisfactory. The first and last observations were made at the observatory of Paris by M. Laugier and M. Mauvais respectively; and the intermediate one, (which is equally to be relied on,) at the Altona Observatory, under the direction of M. Schumacher.

The arc described by the comet, (as seen from the sun,) is more than  $24^{\circ}$ .

#### ORBIT BY M. GOLDSCHMIDT.

Epoch mean longitude, 1843, Dec. 2, 11876, (mean time Berlin,) apparent eq., - -  $58^{\circ} 31' 39''$

Mean daily motion, - - - 535" 7099

Longitude perihelion, - - -  $52^{\circ} 32' 55''$

Semi-axis major, - - - 3,52684

Arc, sine = e, - - -  $31^{\circ} 29' 39''$

Longitude, ascending node, - -  $208^{\circ} 21' 20''$

Inclination, - - -  $10^{\circ} 58' 58''$

Motion direct,

Duration of a revolution, - - - 6 years 6-10

Distance from the centre of ellipse to sun, 1,8425

Shortest distance from comet to sun, 1,6843

The orbit of M. Goldschmidt, calculated upon the short interval of 15 days, satisfies the observations between the 24th Nov. and 9th Dec.; but the errors increase afterwards, and exceed  $2'$  of a degree.

Judge MASON entered upon the discharge of his duties as Secretary of the Navy on Tuesday last.

We have received the second number of the *Quarterly Army Register*, published by B. HOMANS, and recommend it to the favor of the public generally, and the officers of the Army especially. We are glad to perceive by a notice which it contains that it has been well supported, and doubt not it will prove as desirable as it is useful.

In the Maryland House of Delegates, on the 5th instant, the following preamble and resolution, submitted by Mr. JOHNSON, were unanimously adopted by the House, viz:

Whereas, it appears to this General Assembly that Commander Wm. J. Belt, of Prince George's county, was dismissed from the naval service of the United States by the sentence of a court martial, in the year 1842, after having received in the defence of his country many and severe wounds, and been subjected to numerous privations and sufferings; and it further appearing to this General Assembly, by the testimony of several officers of the navy, that the said Commander William J. Belt, up to the period of the accusation against him, deservedly enjoyed the reputation of a faithful, gallant, and accomplished officer, and that his dismissal from the service of his country is sincerely regretted by them. And it further appearing, that the said William J. Belt, since the aforesaid sentence, has by his exemplary life, won for himself the esteem, confidence, and affection of his neighbors and friends, effacing thereby the slight shade which that sentence threw upon his character; and this General Assembly considering him, under all the circumstances, a fit object for the favorable interposition of the Executive, and being desirous, as far as may be becoming, to rescue a gallant son of the State from the consequences of a judgment so much to be regretted; be it therefore

Resolved by the General Assembly of Maryland, That the President of the United States be respectfully requested to reinstate Commander William J. Belt to the station he held in the American navy, and from which he was dismissed by a court martial in the year 1842.

#### MILITARY EDUCATION.

RUSSIA.—A very decided step has lately been adopted for the purpose of introducing a better class of officers into the Russian ranks. No great stress had been usually laid upon their mental attainments; it was enough that they should acquaint themselves with practical details, and on giving proof of this, they were as sure of gradual promotion as their well-educated brethren in arms; nay, if they had interest at headquarters to back them, their advancement was in double quick time. This injurious state of things has, however, now seen its day,—talents and acquirements will henceforward be required in the incipient warrior. And one great movement in advance was made on the 16th of July last, by a circular notice from the Minister of War, intimating that "All young men who desire to volunteer from under their parent's roof and enter the military service, will be required to pass an examination in the following branches of knowledge; namely, in the grammar of the Russian tongue, and the practical application of its principles and rules to composition; in German or French, in one of which languages the candidates

must be able to read and write; in arithmetic to its full extent, both in theory and practice; in national and general history, with special reference as it respects the latter, to the special epochs of ancient times, the middle ages, and modern annals; in geography, both national and universal, inclusive of an elementary knowledge of the leading characteristics of the five quarters of the globe, and a familiar acquaintance with the physical and political condition of the several states of Europe."

FRANCE.—The establishment of "Regimental Schools" in the French army has already produced a very salutary effect. On the 1st of January, 1842, the whole army, with the exception of the Engineers and Artillery, contained 218,720 men, or 81 in every 100, who could neither read nor write; in the course, however, of the subsequent twelve months, 40,319 had learned to write as well as to read, so as to reduce the number of men, altogether uneducated, to 178,401, or from 81 to 66 in every hundred.

#### ARMY.

##### SUTLERS.

WAR DEPARTMENT, March 23, 1844.

The order of the War Department of October 25, 1843, revoking a certain Regulation, dated February 12, 1839, relative to the appointment of sutlers, is hereby rescinded; and the mode prescribed in the "General Regulations for the Army," paragraph 184, is hereby restored and will be duly observed.

WM. WILKINS,  
Secretary of War.

The foregoing is published for the information and government of the army.

By order: R. JONES, Adj. Gen.  
ADJUTANT GENERAL'S OFFICE,  
March 23, 1844.

Col. Bankhead, commanding in New York harbor, has been ordered to detach and send to New Orleans barracks, there to remain until opportunities offer of sending them to their ultimate destination, the following number of musicians:

For the 1st infantry, 2 drummers,	2 fifers.
3d infantry, 1 drummer,	1 fifer.
4th infantry, 4 drummers,	4 fifers.
6th infantry, 6 drummers,	6 fifers.

13 13

Mar.

20—Instructions have been given to Col. Crane, commander of the 6th military department, to re-occupy Fort Kent, with one company of the 1st artillery, as soon as the convenience of the season will permit.

22—Instructions have been given to Brig. Gen. Brady, commanding 4th military department, to establish a military post at Copper Mine harbor, Michigan, on the southern shore of lake Superior; to be garrisoned by two companies of the 5th infantry. It is presumed that the post may be occupied early in June.

#### Death.

In Portsmouth, N. H., on the 21st instant, Mrs. CAROLINE BERRY, aged 46, widow of the late Lieut. William Berry, U. S. Navy.

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